There's No Wardrobe

BLACK DRESS

They are smart, stylish and dressy on most all oceasions, and the wearing adds to the appearance of all. Ever notice it? are NEW IN STYLE, REASONABLE IN PRICE and RELIABLE IN QUALITY. In our East Window we show Plain Sicilians, rough effects Mohair and Wool Mixtures, Cheviots, Boucles, Crepons, Clay Worsteds, for tailor-made gowns.

Plain and Rough Camel's Hair Pluette, a handsome rainproof cloth; diagonal, corded and Jacquard effects.

We are also showing a fine 48-inch Serge

Suppose you drop in and look at the new

SPECIALTIES-Wash Goods Remnants, cheap. Printed Pongees, Batistes and

Colored Dress Goods Remnants, school dresses, at just about the price you

S. Ayres & Co. We close at 1 p. m. Saturdays.

The

"Baldwin" Piano

Is an instrument of the highest quality. which will meet the demand from persons of cultivated taste, whose knowledge enables them to select an instrument for

Intrinsic and Artistic Value. We constantly carry a full line.

D. H. BALDWIN & CO. 95, 97 and 99 North Pennsylvania St.

HO! FOR THE RACES!

After they are over, a visit through the different departments of our establishment will not only prove entertaining but instructive to you. You will be surprised to see the amount of novelties among our new goods-not in high prices, but in goods within the reach of all.

Come see the display. You are welcome to see the goods, whether you buy or not.

-ASTMAN. SCHLEICHER

Window Bargain Sale Every Monday.

ART EMPORIUM. Telephone 500. COME AND SEE THE

Pocket Kodaks

They are complete, miniature cameras—slip into the pocket easily—yet use either roll film or giass plates; can be loaded in daylight. They make negatives 1%x2 inches, but such perfect negatives that enlargements of any reasonable size can be made from them. No matter how many cameras you have, take a look at the Fecket Kodaks.

THE H. LIEBER COMPANY, 33 South Meridian Street.

Cloth Suits! Shirt Waists!

Closed out from New York factory, 100 Cloth Suits—nobby goods—just what you want for traveling. Our price \$7 to \$25. Our entire Waist stock must go. Prices-69c-buys any Shirt Waist in

Get our prices before having your Furs remodeled.

our stock.

BOYD & JONES.

39 East Washington Street.

CONNECTS WITH A SALOON.

Citizens of Dubois Have a Complaint Against Their Postoffice.

Residents of Dubois, a village in Dubois county, are much stirred up over the postoffice situation in that place. Yesterday a letter was received at the office of the Attorney-general asking that the Dubois office be investigated. The writer says the office adjoins a saloon and that there is an open door between the apartments. He charges that beer is carried from the saloon into the postoffice and that card playing is one of the features of the office. It is asserted that an appeal has afready been made to the Postoffice Department, but the residents expect no relief from Washington. The writer warned the Attorney-gen-eral to avoid the use of an official envelope in replying to the letter as it would probably not be delivered. It is said at the Attorney-general's office that the State can furnish the citizens of Dubois no relief.

FEES IN INCORPORATION.

Deputy Attorney-General Moores Gives a Ruling on This Point.

Deputy Attorney-general Merrill Moores has written an opinion for the Secretary of State covering the question of fees for articles of incorporation filed. The opinion holds that all mercantile associations must pay the regulation fee for filing articles. Only religious, benevolent, literary and kindred associations are exempt from fees. Mr. Moores also says that the Secretary of State, where articles of incorporation are presented without notificaaffidavit setting out the amount of capital to be invested. Recently an attempt was ade to incorporate a mercantile associa-on without giving the amount of capital stock. The attorney filing the articles conthat the association could be re-under the voluntary act which gives benevolent societies the right to file their articles and pay a \$5 fee.

Linson Declared Insanc.

John R. Linson was yesterday declared to be insane by a commission which sat in the county clerk's office. Police Surseon Kahlo was the principal witness. He testified that Linson is a victim of strong drink and morphine, and has a homicidal stridescy. Linson was not present, and will be sent to the Central hospital.

FARES MUST BE LOWER

EIGHT TICKETS FOR A QUARTER, OR SIX WITH TRANSFER.

This Is the Ultimatum Reached by City's Committee on Street-Car Matters-Company's Offer.

After the conference yesterday morning, at which a proposition was submitted to the city officials by the attorneys of the Citizens' Street-railroad Company, another meeting was held, at which the city officials composing the conference committee discussed the situation and formulated the outlines for a proposition which, if made by the company, will be considered by the city. This later meeting was held in Mayor Denny's office. There were present the Mayor, the members of the Board of Works, Councilmen Rauh, Cooper, Allen and Costello, City Attorney Scott and Councilman Young. The proposition that was submitted earlier in the day by the company was mentioned, but the committee did not take the time to formally reject it, for it was too obvious that it could not be accepted. After a great deal of discussion the doors were opened and City all taxes charged against the party of the Attorney Scott gave the waiting reporters second part on the tax duplicate of the city information. The committee had decided upon the general outline for a proposition from the company. This outline will be presented to Messrs. Miller, Winter & Elam by Mr. Scott to-day, with the information that the city officials will consider a proposition if made on the lines laid down. The general provisions are in many respects those that were given in yesterday's Journal as the demands that would be made by the Board of Works when the matter reached it. In some particulars it is different. It is as follows:

Single cash fares to be 5 cents; six tickets for 25 cents, with the privilege of transfers; eight tickets for 25 cents, with-

The city to lay all pavements between the tracks, to be paid for by assessments against the property owners the same as is now done; but after the pavements are down the company is to keep them in repair and relay them at any time it may become necessary at its own expense. Satisfactory arrangements to be made whereby the company will clean and sprinkle its portion of the streets. All repairs to be proved with asphalt brick wooden block made on the order of the Board of Works. Some satisfactory provision to be made for suburban companies to use the Citizens' company's tracks to reach the center of the city. Nothing definite was outlined on any of several propositions on this matter. During the period of the life of the franchise the company is to pay into the city treasury 2 per cent. of its annual receipts, to be paid quarterly. There are many other things that the city will demand when the time comes.

Mr. Denny stated yesterday that this was not to be considered in the nature of a proposition to the company, but merely an outline to give some idea of the main features that a proposition must contain. There are many other things of less importance that will be demanded when the time comes for the consideration of the smaller detaails. Among these will be most of the things mentioned in yesterday's Journal which are not included or modified in this outline, Among them will be the most of the modified in the small them will be the modified in the small them will be the modified in the small them will be the modified in the modified in the small them will be the modified in the small them will be the modified in the small them will be the small them. be the provision to compel the use of the best rails and the underground conduit system. These points are such as will not lefeat an agreement in case the more important features can be agreed upon. THE CITY'S OUTLINE.

The members of the committee were unanimous in adopting this outline, and were especially emphatic when the reduction of fares was considered. With the present sentiment in the committee it is safe to assume that the company will not get a franchise with other terms for tickets than above stated. This has been the they are laid, and for that reason it is not right to demand as a concession that the company pay for part of the pavement, which otherwise would be paid for by the property owners, and is so paid on streets on which there are no tracks. It is not on which there are no tracks. It is not intended to leave the inference that the company should not be compelled to pay for its occupancy of the street, but that the property owners should not derive the sole benefit, as they would if the charge should be made in the payment for a part of the improvement. With this view of the matter the committee thought best to make the principal demand in the shape of a relaction of fares, which would benefit every payron of the company, and not simevery pairon of the company, and not simply those who own property on the lines of track. In other words, the one would be taxing the company for the benefit of a few individuals, while the other way it would accrue to the benefit of all. On account of the damage done to the pave-ments by the presence of the tracks it was

thought to be just to require the company to repair and replace the pavements be-tween its tracks. SAVING TO THE PEOPLE. With this in view the idea of the memtion of fares was adopted, and it will be the main feature of the demands of the city. The benefits to the people will be ted by the company. Taking for the average receipts for the next thirty years \$1,500,
age receipts for the next thirty years \$1,500,
age receipts for the next thirty years \$1,500,
age receipts for the next thirty years \$1,500,
to permit the cars and motors of the said second party agrees to permit the cars and motors of the said with the cars and their or this matter. He was greater than under the proposition submit-000 annually, which is looked upon as fully \$500,000 short of what the actual receipts will be, and figuring that as much as onethird of the people pay cash fares, onethird use the four-cent tickets and onethird the three-cent tickets, the net saving to the people would be \$270,834 a year, or a total in the term of the franchise of \$8,125,020. In the first place, the total receipts are considered too low in this estimate, and it is believed that not over one-sixth of the fares would be cash, while three-sixths would be the four-cent tickets. This would increase the saving to the people. While this would be the saving to the public as viewed from the cold figures, it would not all go into, the pockets of the patrons of the company, for it is well known that any reduction in prices increases the patronage to a large extent. Just how much cannot be estimated, but it is thought that the gross receipts of the company would be about 90 per cent. of what they would be under the five-cent fare, or six tickets for 25 cents, without transfer, which would leave the net gain to the people of about 10 per cent. Estimates on the basis of the same re-

under the company's proposition would be as follows: Receipts at \$1,000,000 a year for ten years, on which 2 per cent. is paid; \$1,500,000 a year for the second ten years at 5 per cent., and \$2,000,000 for the third ten years, at 7 per cent. This would be an average of \$1,500,000 a year for the entire time, and would make the entire payment to the city \$2,350,000, or an average of \$75,000 a year. So far as the apparent benefits to the people are concerned, not estimating the amount they would pay for additional rides with lower fares, the pany would have to pay into the treasury 10 per cent., 15 per cent. and 25 per cent. for the three periods of ten years, each, to make their payments equal the saving to the people under the other schedule. Payments at this rate would amount to \$8,250,000 in the thirty years. At 2 per cent, for the entire time, which is the city's demand, in addition to the lower fares, the company would pay in about \$30,000 a year, which it is the intention should go to the park fund.

As to suburban roads the committee did not deem it necessary to enter into details on that question at this time, and it also wanted to get the views of the Broad Rip-ple people, which will be heard at the It is believed that with the company

relieved from the burden of paying for the original street pavements and the gross receipt tax cut 2 per cent. It can well afford to accept this franchise. The committee has determined that no proposition that does not embody these general provisions will be considered, so that the chances are now that cheaper fares will prevail or there will be no change for six

THE COMPANY'S OFFER. First Proposition as Submitted at the

Morning Conference. The conference of the city committee with the attorneys for the street car company that was announced for yesterday morning was held in the office of Miller. Winter & Elam. At that meeting Mr. Win-

ter presented a new proposition to the com-

mittee. It is very long and is drawn up in

the shape of an ordinance ready for pas-

for sale by conductors of all cars run on any portion of the line or lines of the party of the second part. Six of said tickets shall be sold for the sum of 25 cents, and each of said tickets shall entitle the holder thereof to a passage upon any line, but shall not entitle the holder to the conditions of transfer. Children three years of age and under shall be carried free of charge when accompanied by the proper guardian. SUBURBAN RENTALS. "When any street-railroad corporation shall have in operation a street-railroad extending from any point outside the city limits not less than five miles therefrom to a point on the corporate limits of the city reached by the tracks of the second party,

the Board of Public Works may designate a route over the tracks of the said party of street rairoad with the then corporate limits of the city to some point in Washington street, and returning to said intersection point in the corporate limits, which route permit said corporation to have a rack near the center of the city, and pon the acceptance of said route by said company so operating from a point outside the city limits to a point within the city limits, and the approval thereof by ordicompany carrying passengers and their ordinary hand-baggage only to be operated tinuance of the right granted to such company, not exceeding the term of this contract, and to furnish all necessary electrical power therefor. "The rent that the company using such

route shall pay for such use of tracks and power shall be such sum as may be agreed upon between the said company and said sec-ond party, and shall be payable as they may agree. In case the said second party and such other company fail to agree as to the amount of such charges and the manner of payment, then each company shall select a nonresident, disinterested expert in streetto be paid, and the terms of payment, and any and all matters of detail necessary to Should the two fail to agree, they shall select a third nonresident, disinterested ex-pert, and the majority of these three per-sons shall determine all said matters, and they shall file a copy of their decision in writing with the Board of Public Works; provided, however, that the fares collected for all local passengers whose passage be-gins and end within the corporate limits of said city shall belong to the party of the second part, and shall be the same for such passage as are required to be paid by other passengers upon the lines of the second

"Each of the said parties shall pay one-half of the cost of such arbitration, and the same shall be final and binding upon them both. "In lieu of designating such route, the Board of Public Works may designate some cint at the city limits and on the lines of the party of the second part, which shall be a junction point and station of said Citizens' Street-railroad Company and such other street-railroad company, and thereupon the said party of the second part agrees to furnish adequate transportation facilities for the carriage of gers and their ordinary hand-baggage only, of the same character and quality as that used elsewhere in the city, for the transportation of the passengers of such street-railroad company to and from such junction point, and from and to points within the city upon the same terms and provisions as are herein provided for the transportation of passengers within the city limits; and such second party further grees that the designation of said junction oint shall not have the effect to interfere with the right of the city to designate thereafter a route to the business center of the city of Indianapolis in manner as above designated, so as to give to such other street-railroad company operating outside the city limits to a point on the city limits the same rights as though such route had been originally designated.

OPTION TO PURCHASE. "After the expiration of the period for which the rights and privileges of the second party are granted, unless the provisions of this agreement, and of this section thereof, shall be superseded by another agreement, the first party shall have front yard at No. 31 South West street, the option to purchase and have trans- early yesterday evening, sneak thieves enferred to it, all the tracks, motors, cars, equipment and all and singular, the real and personal property of any and every description, rights and privileges then owned and used by the second marty, i's succesthe Clina Closets at Wm. L. Elder's. | sage by the Council, but it has gone as | sors or assigns, in the h

upon as a proposition that could be enter-tained by the city. After the conference was over, Mr. Winter dictated the substance of the document to the reporters, leaving out all the legal terms and phrases necesor systems of street railways in such city, to be owned and used by first said part itself for the maintenance of a street rai way system in said city; and if the first party, upon the expiration of said party, or within six months thereafter, does not elect to make said purchase then the sec end party, its successors or assigns shall have the option, at any time within the ensuing six months, to enter into a new contract with the first party for an additional period of years whereby the rights and privileges hereby granted to the second party shall be regranted for such additional period, the first party shall have the option as hereinheters provided at the Council of said city, but the rights and privileges hereby granted to the party of this second party to lay, maintain and operate such railway lines shall be and is limited to the period of thirty years next ensuing from the 18th day of January, 1896, and shall expire on the 18th day of January, 1896, and shall expire on the 18th day of January, 1896. the option as hereinbefore provided at the expiration of each period of such additional term to purchase the property of the party of the second part upon the same terms and conditions and in the same terms and conditions and in the same manner as are herein provided for the purchase thereof under the option first

sary to make the meaning so clear that it could not be picked to pieces in court. It is

"This agreement and the rights and priv-leges thereby granted shall take effect and

"From the date of the approval of this

agreement by ordinance to the 18th day of January, 1906, the second party shall pay to the controller of the city of Indian-

apolis, quarterly, the sum of 2 per cent. per

annum of all its gross receipts. After the 18th day of January, 1906, and during the remainder of the period for which such

rights and privileges are granted, the sec-ond party shall in like manner pay to the said controller, quarterly, the following

percentages of its gross receipts from all sources of revenue derived from the traffic

obtained by the operation of said railways,

ing on the 18th day of January, 1916, 5 per

centum, and for the period of ten years be-ginning on the 18th day of January, 1916, and ending on the 18th day of January,

"In each case said per cents. of gross receipts shall be in addition to any and

REPAIRS BETWEEN TRACKS.

"The second party shall improve and at

all times keep in good repair the space of

the street or alley between its tracks, in-

cluding the space between double tracks

and between its tracks and switches, side

tracks and turn-outs, and for a distance of

eighteen inches of the outside rails of its

tracks. Said space shall at all times be

mproved and kept in repair with the same

"Provided, however, that it is expressly

which have heretofore been permanently paved with asphalt, brick, wooden blocks or other pavement, including the space

or other pavement, or contracted to be im-

proved, except the spaces between the said

Public Works, to permanently improve such

spaces upon such streets between and upon

the sides of its tracks with the same char-

acter of improvement as the rest of the

street, or with granite blocks or paving

brick, if the second party so elect. With respect to all streets hereafter improved by

the first party, the second party shall, at

proved, improve said streets between and

character of improvements as the rest of the street, subject to the election of granite

or brick as above provided.

"Provided further, however, that said second party shall not be ordered or re-

juired to make improvements the aggre-rate cost of which shall exceed the sum of

Public Works may at any time make the

necessary improvements or repairs, and as-sess or charge the cost thereof against

the property of the second party, as the

against other property, or may proceed in any other way to make said improvements

and repairs and charge the cost thereof to the second party, and in either case, the second party agrees to pay said cost

of improvements or repairs, so made by the city, or under its authority. All improve-

nents or repairs made by or on account of

the second party shall be subject to the supervision of the Board of Public Works.

"The fare for each passenger upon any line or route of said party of the second part, when a single cash fare is paid, shall be 5 cents, which shall entitle the passenger so paying to the benefit of all conditions as

follows: Tickets shall at all times be kept

cost of street improvements is assesse

pon the sides of its tracks, with the same

the same time the rest of the street is im-

party's tracks are now situated

1926, 7 per centum.

in force from and after the approval

ion of purchase, as above provided, such urchase and transfer shall be made for such price, times of payment, terms and conditions as may be mutually agreed upon etween the parties; or, if the parties cannot agree, then for such price, times of payment, terms and conditions as shall te determined by a board of arbitrators, selected as follows: Each party shall appoint one arbitrator, and if the two so selected cannot agree, they shall select and appoint a third arbitrator. The one appointed by the first party shall be appointed by its Board of Public Works, approved by ordinance of the Common Coun cil. The arbitrators so chosen shall deermine the price, times of payment, terms and conditions, and all necessary details. and their determination shall be final and binding upon both parties.
"Provided, however, that such option shall not be exercised or said purchase or

transfer made unless first ordered and authorized by the Common Council by ordinance. If the first party's option is not exercised as above provided, then if the second party, its successors or assigns, shall elect to exercise its option of entering into a new contract for an additional period of years, the same shall be entered into for such period and upon such terms and conditions as shall be mutually annot agree, they shall choose and appoint arbitrators, as above provided, character of improvement as the rest of the street, and to the approval of the Board of Public Works, except as hereinafter provided.

"Provided, however, that it is expressly and its determination, shall be final and its determination. binding upon both parties; provided, however, that such new contracts and grant shall not be for a longer period than thir-

"if the first party shall elect to pur-chase it shall be fully protected against between and at the sides of tracks designated that said spaces shall hereafter be kept in repair by the second party and new all mortgage, judgments or other liens of whatsoever character in such a manner improvements thereon made only as the as shall then be mutually agreed upon by and thing necessary to carry into effect tracks and the sides thereof, or portions thereof the second party shall proceed from time to time, as ordered by the Board of

either party the other shall do every act such option and to secure to the party making such election the full benefit thereof, and of all the provisions of this con-tract relating thereto."

MR. BUTLER'S LETTER.

Mayor Makes Public the Suggestions

from the City's Counsel. The origin of the effort to reach a com promise in street-car matters reaches back to last winter, when Dr. Henry Jameson, one of the local directors of the Citizens' Street-rallway Company, met John M. Butler, special counsel for the city in the pending suits, and broached the subject to him. Dr. Jameson said he was tired of 330,000 in any one year.

"If the second party shall fail to maintain and improve and keep in repair the portions of the street as hereinafter specified, or any parts thereof, the Board of Bublic Works may at any time make the the almost endless litigation and desired that some kind of a compromise be reached. This conversation was followed up at difthe city authorities until early in the summer, when, after correspondence with other directors of the company, Dr. Jameson thought he had reached a point when the matter could be broached. Before that the talks with Mr. Butler had been of an in formal nature. Finally Mr. Verner came to the city and had a conference with Mayor Denny. Mr. Butler and Mr. Scott were present at this meeting and while discussed and finally drew up an outline of a proposition, which it was understood was the offer that the company expected to make to the city. Mr. Verner took this East and other conferences resulted, but at hone of them was anything definite talked of in regard to what the city would was all in regard to the proposi tion that the company expected to make after the matter had been discussed. Dur-ing this time Mr. Butler's health had failed and he did not leave his home. Finally, when he found it necessary to go to Newport he wrote Mayor Dennny a letter outlining what he understood to be the status of the company's conferences and what he understood the company would be willing to oner. This letter is dated June 22 and is addressed to Mayor Denny and City Attorney Scott. After a short introduction it says:

"Some months ago Dr. Henry Jameson as a director and representative of the Citizens' Street-railroad Company, and I as representing the city, entered upon the ieration of some way by which the tigation might be satisfactorily settled. It is doubtless true that the bondholders and stockholders of the East have become very much dissatisfied with the situation of affairs, and have sought earnestly to have the matters in controversy

"Mr. Verner, the chief owner of the Citizens' company, asked Dr. Henry Jameson to undertake to negotiate a permanent settlement. Dr. Jameson refused to take any steps in the matter until he had full authority to negotiate a final settlement. Mr. Verner went to Philadelphia and as a result of his visit, telegraphed Dr. Jameson that he had procured full autimes in reference to this matter. He was to Pittsburg on account of the illness and death of a member of his family. He has now taken his family to Asheville, N. C. but Dr. Jameson has received from him a letter asking him to proceed on the lines he and Mr. Verner had talked over, which are the same lines I have canvassed fully with Dr. Jameson

"Mr. Verner does not ask or expect the city to make any affirmative proposition but he simply wants to know whether is probably that a settlement could o made upon the lines Dr. Jameson, Mr. Verner and myself have discussed. I have not discussed anything with Mr. Verner personally, but my discussion has been with Dr. Jameson, and through him with Mr. Verner. The letter then outlines what Mr. Butler understands the proposition of the company

to be. The company is to have a charter for thirty years, with the provision that the city may buy the plant at that time or, in event that cannot be done, that an extension of thirty years be granted apon terms mutually agreed upon or determined by arbitration. The company to sell six tickets for 25 cents, good only for two and a half hours in the morning and evening. The company to pave between the tracks on all streets that may be paved, but the work on present improved streets to be ione during a term of years. The company to pay 2 to 21/2 per cent. of its gross re-ceipts during the time that its present charter has to run and a larger amount after that time. After this outline Mr. Butler then closes his letter as follows: "Now, the sum and substance of all thi s that I desire you two gentlemen to care fully consider the foregoing outline. It commends itself strongly to my best judgment as to the proper course in which to settle dound to the interest of the people and the city. Whether these figures are right or not of course, I am unprepared to state, but I do believe that the line proposed is the correct line, and I further believe that the city should not, in its demands, be at all exorbitant.

"After careful consideration of the above outline, I desire you two gentlemen to have a full conference with Dr. Henry Jameson regarding the same. I have promised him I would ask you to carefully con-sider this outline and then confer fully with now hope to be able to leave Indian-

apolis for the seashore toward the close of next week. Nothing would suit me better than to know before I get away that this troublesome litigation is likely to be satisfactorily settled. With best wishes to both of you, I am yours most truly," This is the history of the case as given by Mayor Denny. He says that until within the last ten days there has been noth-ing in the negotiations of a definite nature and for that reason they were not made

Visits of Sneak Thieves. While the family were sitting in the tered the house from the rear. The raid was hurded and few valuables were taken.

The residences at No. 13 and No. 21 West North street were entered by thieves yesterday afternoon while the families were away from home. In both places the visty, i's succesintenance and litors scattered the contents of drawers
and boxes over the floor after helping

SUSANKA

INTIMATIONS AGAINST MIND-READER JOHNSTON FROM ST. LOUIS.

His Handwriting Compared with that on Anonymous Cards-His Explanation of Matters.

The St. Louis papers have in the last few days given considerable attention to the part which Paul Alexander Johnston, the mind reader, has taken in the Susanka disappearance case. Johnston came to this city a few days ago announcing that he had discovered a clew to the whereabouts of the lad and that the clew led to this city. Young Susanka mysteriously disappeared from Lafayette square, St. Louis Sept. 13, while playing in the park with some companions. A reward of \$500 has been offered for his recovery. Johnston alleged that through his "occult power" he had been able to follow the movements of the boy. Two postal cards were received by Susanka's father. These cards were presumably written by men who had had a hand in making away with the boy and suggested that the father could be made happy by offering a reward and com-municating with the anonymous sender of the cards. It is claimed that a comparison of the handwriting of these cards and that of affidavits written by Johnston showed a similarity. Johnston, in reply to these intimations, said last night:

"In talking of the case I am using my own money and methods. When I took the own money and methods. When I took the case every one said that the boy was last seen on the steps leading to the lake in the park. Everybody, including the family, believed it. I went out, and by nothing but 'occult power,' found that the child was not last seen by his playmates nor on the stone steps, but three-quarters of a block distant. 'This was afterward proved by the playmate who lived in the Susanka house and by others. The boy was then picked up, and, originally, I believe there were three men interested in carrying away the boy, but I will not say even now that he boy, but I will not say even now that he "After having been on the case two or three days I became satisfied that the St. Louis police had not worked the case very

extensively and laid that to the fact that

there was no reward behind the boy to speak of. I then began the agitation of a \$5,000 reward. I did this with the consent of Mr. Susanka and his friends in his own house and in the presence of a St. Louis press representative. My reason for doing was merely to publish more people interested, and lay the facts about Mr. Susanka's financial condition before the public. I do not believe Mr. Susanka could raise \$5,000, and did not at that time. As to the affidavits, I did not want their existence to become known, but a few of my friends knew of them and they, or probably the attorney, told the story.

"It is claimed that I am after advertising, and a St. Louis reporter even accused me of abducting the boy, which conclusion is not, after all, so strange, if you look at it from a certain standpoint. From the park corner I traced the boy through some country towns, and the moment I got a clew I had printed and sent to the country press throughout Missouri and Illinois re-ward notices, and with several exceptions I then knew that the boy was not held for a ransom, and told Mr. Susanka, his elder son, and some friends. Every statement I have made has been verified by physical demonstrations of facts. How intend to carry out the case is my own affair, and if I do not desert the case will give all the facts in my possession and to. I believe the boy is or has been in the vicinity of Indianapolis, or I have had one of the most inexplicable experiences a man

"At the proper time there will be de-velopments which will be more sensational than anything that has been sprung. The Susanka case is not the only case I have on hand. There are others just as vital, among them the Wade murder case, about which I have produced many new developments unknown to either the press or po lice. I can say about this that there is enough evidence in St. Louis to send several people to the penitentiary. I have been importuned to take the Gebhard case, but have not promised to do so, inasmue as I have so much work on hand. My theory now is that the Susanka boy is perfectly contented where he is, and would not return to his home if he could, and that he could only be secured at the point of a gun. Solving the problem and getting the boy are different things."

MUST RAISE VALUES

THOSE IN 50 OF THE 92 COUNTIES OF THE STATE TOO LOW.

Action of State Tax Commissioners Yesterday-Fair Valuation in Thirty-Five Counties Only.

The State Board of Tax Commissioners adjourned yesterday afternoon until Friday. Col. I. N. Walker left yesterday afternoon to inspect the Evansville & Indianapolis railway at the invitation of the company, and Governor Matthews has gone to Valparaiso to deliver an address today to the senior class of the college at that place. Yesterday morning Duncan Williams, of Benton county, was before the board. He asked that the valuations placed on the real estate in that county be reduced. Benton county, he said, had increased its total valuation \$1,480,122, while others counties in the northern part of the board will increase the land valuations. The increase will range from 10 to 35 per cent. The board finds that fair valuations prevail only in about thirty-five counties, and it is believed that in many instances county officers deliberately reduced values from those placed four years ago. In the opinion of the board the last appraisement should have been made in most counties the same as that of 1891. The counties of Fountain, Vigo, Switzerland and Jasper have not made reports to the board, and Secretary Hart was yester-day instructed to hurry them up.

THE COURT OUT OF TOWN.

Hearing in the Ida Gebhard Case Necessarily Postponed.

The hearing in the case of the State vs Dunbar, before Justice Herig, in West Indianapolis, for alleged participation in the Ida Gebhard murder, was set for yesterday morning at 9 o'clock, but the Justice was missing. He had gone on a trip to the East, and there was no preparation for a trial of the charge. The defendant is out on bail. The belief that something would

be done, though it was generally known that the Justice was out of town, caused several hundred people, mostly women, to congregate about the City Hall. They went home apparently much disappointed at the lack of matters of interest. It is not known when the case will now be THE ODD FELLOWS' HOME.

Grand Lodge Committee Inspects Columbia-Place Site.

There was a meeting yesterday at the Bates House of the special committee of the Grand Lodge I. O. O. F., appointed to have charge of the erection of a home for indigent Odd Fellows and their wives. There were present J. B. Kenner, president of the home for Odd Fellows in the State of Indiana; C. C. Binkley, of Richmond; J. B. Kimball, of Kendallville, and John F. Wallick, of Indianapolis. R. P. Daggett & Co., the architects, met with the committee to consult as to the initial steps of the enterorise. The committee visited the site, a finely-located spot near Crown Hill Cemetery, on which a very handsome edifice is to be erected. It is called Columbia Place. The architects were instructed to proceed with the preparation of the plans. The commit-tee will meet again soon to pass upon the

State Fair Improvements.

E. H. Peed, superintendent of buildings at he State fa'r grounds, will begin next week to get the departments in order for the annual exhibit. The poultry pens will be newly equipped throughout, and will be ventilated through the roofs. It is ex-pected that the largest poultry dispusy ever seen at any fair will be shown here. Agricultural Hall will be repaired and re-

crease the capacity of the mechanical department. These buildings will be erected by Rude Brothers, of Liberty, and Clay Whiteley & Co., of this city. Fourteen applications for space in the mechanical department have already been made.

Liquor Dealers' Convention. The Liquor Dealers' Association has addressed a circular to saloon keepers over the State calling attention to what is termed "an era of fanatical persecution to the retail liquor dealer." The circular equests all saloon men to attend the State requests all saloon men to attend the State Liquor League convention, which meets in this city Sept. 4. It is charged in the letter that the Nicholson bill puts a premium on and protects the "whisky druggery" or "speak easy." The Liquor Dealers' Association has appointed the following delegates to the State convention: George Coulter, William Tron, William G. Weiss and Frederick Aldrich.

Sunday Excursion to Dayton via Pennsylvania Line. \$1.50 from Indianapolis to Dayton, Aug. 18, via "Panhandle Route," for special train leaving at 6:30 a. m., central time. Returning, special train leaves Dayton same day at 6 p. m., giving many hours to visit the Soldiers' Home and surrounding grounds and parks.

Too Warm for Hops. Nobody cares for dancing during the warm weather. But a combination of "hops and malt," such as the new brew of the Home Brewing Company, is a welcome guest at any season. Try it. In bottles only. Telephone 1050.

A dozen raw with a bottle of Cook's Extra Dry Imperial Champagne is an after theater thought.

Hardwood Mantels, Grates. Jno. M. Lilly. Insure your home in the Glens Falls. COLONEL WILLIS BROWN, President of the Western dilitary Academy, at Upper Alton, Illinois, one of the idest and most successful preparatory schools, will be at the Bates House, Aug. 21 and 22, where he will be glad to see the patrons of the Academy, and others seeking a school of this kind.

FOR Fine Cigars. PIERSON'S, 12 North Penn. TISH-I-MINGO Cigar.

horse-timers, and invite an inspection. Timers from a few dollars up to \$500-American and Swiss.

Remember, we make special offers this week.

Julius C. Walk.

Leading Jewelers, 12 E. Wash, St.

"Alaska" Refrigerators, White MountainFreezers, Water Coolers and Filters, And all Hot Weather Goods

Have Every Style.

Tans



COKE Fast Timepieces REDUCED

Washington and Pennsylvania

We have a fine assortment of 6c for LUMP per Bushel Sc for CRUSHED per Bushe

> TICKETS TO BE HAD AT 58 South Pennsylvania Street

INDIANAPOLIS GAS COMPANY.

Bargain for Thursday, Aug. 15.

Lippincott's Magazine for August, to-day, at 19 cents. Publisher's price 25c. Watch this space.

CATHCART, CLELAND & CO 6 East Washington Street, INDIANAPOLIS, IND.

LILLY & STALNAKER. The Sunday Journal, by Mail, \$2 a Year

arriages... Wagons and Bicycles

Don't Forget Us When You Buy.

H. T. CONDE IMPLEMENT CO.,

27 to 38 Capitol Avenue, North,

OPPOSITE STATEHOUSE.

Special agents for WRIGHT NON-PUNCTURE STRIP-a guarantee against puncture in Bicycle Tires.

For Men. Women and Children.

A fine Wheel for the boy or girl,

- \$11.00 -

A good and durable Wheel for a gentleman or lady, - \$16.50 --

Worth double the amount at wholesale. Floor Pumps, worth \$2; our price......\$1.00

Bundle Carriers, worth \$1; our price 25c Come, and come quick, because these prices will only last a short time.

PROGRESS MFG. CO

89 South Illinois Street. (Removed from 63 North Pennsylvania street.)

O YOU USE GAS FOR HEATING YOUR HOT-WATER BOILER? Did you ever have a leaky boiler? Did your pipes ever clog up with lime? Did you ever think how DANGEROUS TO HEALTH the escaping odor from an open fire is? Put in the

Only up to date LIGHTNING WATER HEATER.

Makes HOT WATER for everybody, and overcomes all objectionable features that you have against the old way of heating water.

C. ANESHAENSEL & CO., Marion Block, Corner of Meridian and Ohio Streets.

COPY OF STATEMENT OF THE CONDITION

OF THE Prudential Insurance Company OF AMERICA.

On the 30th Day of June, 1895.

Located at 761-769 Broad street, Newark, N. J. FORREST F. DRYDEN, Secretary, JOHN F. DRYDEN, President.

the amount of its capital is. The Assets of the Company are as follows:

4,141,226,30 Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance...... 274,838,00

LIABILITIES.

\$13,041,809,63

State of Indiana, Office of Auditor of State: I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 38th day of June, 1866, as above the original statement, and that the said original statement is now on file in this office.

[BRAL.] In testimony whereof, I bereunto subscribe my name and affix my official seal, this 8th day of August, 1865.

A. C. DAILY, Auditor of State